


MEMO

DATE: June 1, 2006

TO: Administration Committee
Regional Council

FROM: Lambertus H. Becker, CFO (213) 236-1804
Email: becker@scag.ca.gov 

SUBJECT: Contracts and Purchase Orders between \$5,000 - \$250,000 and
MOU's between \$5,000 - \$250,000

SUMMARY:

SCAG executed the following Contract(s) between \$5,000 and \$250,000

- Citigroup Technologies Corporation \$124,999.00
- Information Management Resources, Inc. \$ 49,843.78
- Meyer, Mohaddes Associates \$ 66,394.00
- Steven P. Erie, Ph.D. \$ 75,000.00

SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000

- None

SCAG executed the following MOU(s) between \$5,000 and \$250,000

- Riverside county Transportation Commission RCTC) \$ 60,000.00
For "Rising Stars in Transit" – Internships for University Students



CONSULTANT CONTRACT

Consultant: Citigroup Technologies Corporation

Scope: The SCAG Region, includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. Within those counties reside ten established or emerging air carrier airports: Los Angeles International, Ontario International, Burbank, Long Beach, John Wayne, Palm Springs, Palmdale, March Inland Port, San Bernardino International, and Southern California Logistics. Most of these airports are in urban locations and are subject to significant physical or legally enforceable capacity constraints. SCAG's adopted 2004 Regional Transportation Plan (RTP) contains a Regional Aviation Element that recommends strategies for decentralizing passenger service to the emerging airports, which are generally located in suburban areas and have room to expand. This is essential for the region to be able to serve forecast regional aviation demand, and secure the economic benefits and global economic competitiveness associated with serving that demand.

Every three years SCAG updates its RTP, including its Regional Aviation Element. A key component of the aviation element is a forecast of regional air passenger and cargo demand to air carrier airports in the region. This forecast is based on a scenario selected by the Aviation Task Force. The Aviation Task Force is comprised of elected officials and airport and aviation industry representatives. Each scenario is characterized by a unique set of assumptions and parameters relating to such factors as airport capacity constraints, service portfolios, market incentives, and major ground access improvements. The 2008 RTP will be based on a 2035 forecast.

The purpose of this project is to update, and extend by five years, the adopted 2030 regional aviation forecasts for the 2008 RTP for both air passengers and air cargo. The forecast update process will include a physical capacity analysis of selected air carrier airports in the region whose facility capacity is likely to be the ultimate limiting factor to their ability to accommodate future air travel demand. It will incorporate recent trends in the regional aviation system and the national aviation industry, including air passenger and air cargo demand growth, changing aircraft fleet mixes and load factors, changing service patterns, new security requirements, and revised demographic and ground access forecasts. Air passenger and air cargo demand allocations will be made to all 11 air cargo airports in the regional system, as well as to two commuter airports.

Contract Amount:	Total not to exceed	\$124,999
	Citigroup Technologies Corporation	\$124,999

Contract Period: April 28, 2006 through December 31, 2006

Work Element: 06-225.SCGC1 \$124,999 FAA AIP aviation system planning grant funds

Request for Proposal: SCAG staff notified 64 pre-qualified firms of the release of Request for Proposal (RFP) No. 06-047. The RFP was also advertised on The Urban Transportation Monitor's website (lawleypublications.com), American Planning Association's website, and SCAG's bid management system. The following two proposals were received in response to the solicitation:

Aviation Systems Consulting (two subcontractors)	\$124,999
Citigroup Technologies Corporation (no subcontractors)	\$124,999

Selection Process: The Proposal Review Committee (PRC) evaluated the two proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Michael Armstrong, Lead Regional Planner, SCAG
Rich Macias, Manager, Transportation Planning, SCAG
Tahirih Smith, Senior Transportation Planner, Caltrans Dist. 7
Alan Thompson, Senior Planner, SCAG

Basis for Selection: The PRC recommends Citigroup Technologies Corporation for the contract award because of the firm's unique qualifications to fulfill the highly demanding requirements of this project. They are committed to performing and documenting the required aviation demand modeling and capacity work by December 31, 2006. They will be able to accomplish this since the aviation demand generation and forecasting model they employ, known as the RADAM model, is calibrated with the latest air passenger and air cargo survey data and regional demographic data for the SCAG Region as well as for San Diego County. The modeling work will be consistent with the methodologies used to develop the adopted regional aviation forecast in the 2004 RTP since Citigroup Technologies Corporation developed that forecast for SCAG.

Citigroup Technologies Corporation has performed a considerable amount of aviation modeling work for SCAG in the past and is very knowledgeable about key aviation issues facing the region. They have performed state-of-the-art aviation demand modeling and forecasting work for SCAG's 1998, 2001, and 2004 Regional Transportation Plans, as well as for several specialized aviation

studies managed by SCAG. Citigroup Technologies Corporation has also participated in SCAG's LAX to March AFB and LAX to Palmdale high-speed rail studies in term of providing potential air passenger ridership on these Maglev high-speed rail segments. Citigroup Technologies Corporation is currently providing refined operational forecasts for SCAG's Regional Airspace Analysis. They are uniquely qualified to fulfill the overall objective of this study, which is to update and refine the adopted regional aviation forecasts for the 2008 RTP.

CONSULTANT CONTRACT

Consultant: Information Management Resources, Inc (IMRI)

Scope: The Integrated Regional Information System (IRIS) is a web accessible online repository of multimedia information resources that allows the users of the services and agencies to easily discover and acquire data resources, facilitate internal communications with a variety of document access and sharing, and provide robust technologies including search and web casting.

The Consultant will perform a needs assessment and, if a portal is deemed as the proper solution for IRIS, the Consultant will develop a detailed scope of work for a Request for Proposal (RFP) outlining SCAG's requirements for the implementation of a robust information portal.

The Consultant's team will work with representatives from SCAG to facilitate the Needs Assessment and Feasibility Study to evaluate how portal software may provide tools to develop the application, identify essential components, and establish the necessary business rules and requirements.

Contract Amount: **Total not to exceed** **\$49,843.78**
Information Management Resources, Inc. (IMRI) **\$49,843.78**

Contract Period: April 28, 2006 through June 30, 2006

Work Element: 06-850.SCGC9 \$49,843.78 Funding Sources: Indirect Cost

Request for Proposal: SCAG staff notified 577 pre-qualified firms of the release of RFP No. 06-061. The RFP was also posted on SCAG's bid management system. Upon the closing of the RFP, SCAG did not receive a single response. SCAG staff, therefore, opted to review the California Multiple Awards Schedule (CMAS) list for possible vendors.

The State of California. Department of General Services, Procurement Division, in accordance with Public Contract Code (PCC) Sections 10290 et seq. and Section 12101.5, establishes contracts from the federal General Services Administration (GSA) multiple award schedule program for various products and services. As a governmental agency, SCAG is able to take advantage of the CMAS contract that IMRI has with the State of California, without SCAG having to solicit bids.

Selection Process: CMAS

Basis for Selection:

SCAG staff took the initiative of contacting several companies listed on the CMAS website regarding the proposal. Five companies expressed interest on the project. Subsequently, SCAG received two written proposals. Although both proposals were strong, Information Management Resources, Inc. (IMRI), a qualified CMAS contractor, showed more experience in portal development and needs assessment than the other company. Staff decided to conduct an interview with IMRI regarding their proposal.

The staff involved in the interview were:

Huasha Liu, Data and Monitoring Manager, SCAG

Javier Minjares, Senior Regional Planner, SCAG

Anthony Piunno, Senior Contracts Administrator, SCAG

Kurt Walker, Senior Systems Administrator, SCAG

Liz Wojdak, Senior GIS Analyst, SCAG

During the interview, staff asked IMRI specific questions related to conducting business needs assessments and their experience with portal development. They were able to fully answer all the project questions. The interview has helped staff to better understand IMRI's past experiences and their ability to complete the project within our aggressive schedule.

After the consultant interview, SCAG staff contacted the references provided by IMRI. Both of the references gave positive comments and highly recommended IMRI for the project.

CONSULTANT CONTRACT

Consultant: Meyer, Mohaddes Associates

Scope: In 1992 the Ventura County Transportation Commission (VCTC) developed a countywide travel demand model, the VCTM. The VCTM is a derivative of the Southern California Association of Government's (SCAG) Regional Transportation Model and is designed to provide a sub-regional forecasting capability for Ventura County that is directly compatible with SCAG's Regional Model.

The work scope consists of a series of tasks leading to the development and installation of a 2003 base year traffic model and a 2030 forecast year traffic model for Ventura County. The model inputs and model methodology will be updated to be consistent with SCAG's current growth forecast and modeling methodology. Alternative software packages and approaches to accomplishing the overall goal of developing the model will reflect the contractor's best practices in model development. A training program and a User's Manual will also be provided.

Contract Amount:	Total not to exceed	\$66,394
	Meyer, Mohaddes Associates (prime)	\$55,838
	Terry A. Hayes Associates (subcontractor)	\$10,556

Contract Period: April 27, 2006 through December 27, 2006

Work Element:	06-070.VCGC1	\$66,394	Funding Sources: Consolidated Planning Grant – FTA
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Request for Proposal: Notification of RFP 06-044 was e-mailed to 112 consultants and was posted on SCAG's website. The following consultant(s) responded to the Ventura County Transportation Model Improvement Request for Proposal:

Caliper Corporation (1 subcontractor)	\$67,397
Dowling Associates (no subcontractors)	\$66,374
Meyer, Mohaddes Associates (1 subcontractor)	\$66,394

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. An interview was held with one consulting firm, Meyer, Mohaddes Associates. Three firms submitted written proposals to perform the work, which entails upgrading the existing Ventura County Transportation Model. Two firms, Caliper Corporation and Dowling Associates, were disqualified due to their proposal not satisfying SCAG's DBE requirements.

The PRC was comprised of the following individuals:

Chao Wei, Modeling Manager, Caltrans - District 7
Steve DeGeorge, Director of Technology, VCTC
Paul Burke, Senior Modeling Analyst, SCAG
Michael Ainsworth, Lead Modeling Analyst, SCAG

Basis for Selection:

The PRC recommends Meyer, Mohaddes Associates for the contract award because this firm has extensive experience in performing similar model development projects and is firmly committed to fulfilling the expectations set forth in the Scope of Work within the proposed schedule. Meyer, Mohaddes Associates along with its subcontractor, Terry A. Hayes Associates, will complete the demanding tasks within a very limited budget and have committed to deliver the updated Ventura County Transportation Model by June 30, 2007.

Meyer, Mohaddes Associates has extensive experience developing sub-area and city level models. They also have experience working with SCAG's Regional Transportation Model. The principal staff assigned to this project are located in Southern California and have an excellent understanding of local conditions. The proposal was very thorough and does a good job of explaining the model update process. The proposal focuses on achieving consistency with SCAG's growth forecast, model assumptions, and model methodology. The training program and User's Manual will be a valuable tool and will assist VCTC to implement the new Model. The subcontractor (Terry Hayes Associates) will work with VCTC to integrate the updated Ventura County Transportation Model with existing air quality computer programs.

CONSULTANT CONTRACT

Consultant:

Steven P. Erie, Ph.D.

Scope:

The SCAG Region includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial. Within those counties reside ten established or emerging air carrier airports: Los Angeles International, Ontario International, Burbank, Long Beach, John Wayne, Palm Springs, Palmdale, March Inland Port, San Bernardino International, and Southern California Logistics. The established airports are in urban locations and are subject to significant physical or legally enforceable capacity constraints. The agency's adopted 2004 Regional Transportation Plan (RTP) contains a Regional Aviation Element that recommends strategies for decentralizing passenger service to the emerging airports, which are generally located in suburban areas and have room to expand. This is essential for the region to be able to serve forecast regional aviation demand, and secure the economic benefits and global economic competitiveness associated with serving that demand.

In order to implement the vision for the regional aviation system in the adopted 2004 RTP, new regional management structures may be needed. The 2004 RTP recommends a new "Regional Airport Consortium" that would establish a common framework for coordinating all airport master planning and facility construction in the region consistent with the adopted Regional Aviation Plan. The regional consortium would provide a forum and mechanisms for developing memoranda of understanding and contractual agreements between airports that would identify complementary roles and market niches between them, so as to maximize utilization of available airport capacities in the region. These agreements would also establish a common framework for coordinating all airport master planning and facility construction consistent with the adopted Regional Aviation Plan, as well as surface transportation policies and programs in the 2004 RTP.

In September 2005 a Regional Airport Management Study was completed for SCAG which surveyed airport authorities around the country and identified the most appropriate organizational structures for a new Regional Airport Consortium in Southern California. This project would follow-on to that study by developing a specific implementation strategy and timeline for developing an appropriate regional airport governance structure for Southern California.

The purpose of this study is to survey stakeholders and policy experts in Southern California and around the country on the most efficient and appropriate methods for creating a new regional airport management structure for Southern California that is consistent with

the “Regional Airport Consortium” in the 2004 RTP. Also, the study will identify a specific implementation strategy and timeline for creating a new regional airport governance structure in Southern California.

Contract Amount:	Total not to exceed	\$75,000
	Steven P. Erie, Ph.D.	\$75,000

Contract Period:	May 1, 2006 to October 31, 2006
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Work Element:	06-220.SCGC3	\$78,947	FAA AIP aviation system planning grant funds
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Request for Proposal:	SCAG staff notified 263 pre-qualified firms of the release of the Request for Proposal (RFP) No. 06-048. The RFP was also advertised on The Urban Transportation Monitor’s website (lawleypublications.com), American Planning Association’s website, and SCAG’s bid management system. The following proposal was received in response to the solicitation:
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Steven P. Erie, Ph.D. (no subcontractors)	\$78,947
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Selection Process:	The Proposal Review Committee (PRC) evaluated the single proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were not held.
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The PRC was comprised of the following individuals:

Michael Armstrong, Lead Regional Planner, SCAG
Rich Macias, Manager, Transportation Planning, SCAG
Tahirih Smith, Senior Transportation Planner, Caltrans Dist. 7
Alan Thompson, Senior Planner, SCAG

Basis for Selection:	The PRC recommends Steven P. Erie, Ph.D. for the contract award because of his unique qualifications to fulfill the highly demanding requirements of this project. Professor Erie is a nationally renowned expert on urban and regional politics and policymaking, infrastructure planning, and governance, management and regional development. His infrastructure research focuses on historical pattern of development and future scenarios for the Southern California region. Professor Erie has a particular expertise in regional aviation governance issues in Southern California, having recently written a book that documents the history of airport, port, and rail infrastructure development in Southern California. He has also been active in San Diego County’s debate over the new Regional Airport Authority and the restructuring of the San Diego Association of
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Governments. Professor Erie recently completed a Regional Airport Management Study report for SCAG that was completed under severe time constraints and was very well received. This study will be an extension of that study, by developing a “road map” and timeline to implement its recommendations.

MEMORANDUM OF UNDERSTANDING (MOU)

Project: "Rising Stars in Transit" – Internships for University Students

Funding Partner(s): Riverside County Transportation Commission (RCTC)

Funding Amount:

Total not to exceed	\$60,000
Grant Funds	\$50,000
In-Kind Match	\$10,000

MOU Period: May 8, 2006 through February 6, 2008

Purpose: The goal of the program is to provide an educational resource to allow local students to gain experience in transportation planning in a real world setting. In addition, successful completion of the program will result in RCTC institutionalizing the internship program.

The transit and transportation fields are in need of better trained employees with more directly related experience. Too often new transportation planners are taught primarily the academic side of the urban planning process/theory with limited, if any, practical experience.

The "Rising Stars in Transit" internship program will enhance the academic experience by providing students with insight on the practical experience of transit planning. As the majority of RCTC's senior management nears retirement age, offering such a program can be a significant way to attract new talent in today's tight labor market.

FTA Section 5313(b) Transit Professional Development grant funds will be used to pay for the interns salaries.

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